BY ORDER OF THE COMMANDER *AFSOC INSTRUCTION 11-203, VOLUME 2*
AIR FORCE SPECIAL OPERATIONS COMMAND *1 APRIL 1999*

Flying Operations

MC-130H CONFIGURATION/MISSION PLANNING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Flight Rules and Procedures.* It establishes the basic configuration for MC-130H aircraft to meet mission requirements of AFSOC. It applies to all AFSOC units charged with configuring and operating MC-130H aircraft. This publication requires the collection, maintenance or dissemination of information protected by Privacy Act of 1974.

SUMMARY OF REVISIONS

This instruction provides operational configuration guidance formerly in AFSOCR 55-19. It also includes the following addition: An alternate method of computing fuel moment, paragraph 3.4.8 note and deletes Sample Form F.

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Chapter 1

POLICY

1.1. General. This instruction establishes basic cargo compartment configuration, standard equipment and its location aboard the MC-130H aircraft. Those who use this instruction should bear in mind that an infinite number of variations are available and that the cargo compartment limitations listed here are the most typical to be encountered day to day. This instruction applies to all units charged with configuring and operating the MC-130H.

1.2. Responsibilities. Personnel engaged in planning operations must consider the most appropriate configuration that will satisfy mission requirements and permit the minimum variations and man hours involved. Units performing services on the MC-130H aircraft (e.g., maintenance, life support, crews) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives.

1.3. Codes. Use the following codes when referring to MC-130H cargo compartment configuration. The letter code will be followed by the number which identifies the configuration capability.

Figure 1.1. Standard Configuration Codes

AE - Aeromedical Evacuation
C - Cargo
CP - Cargo and Passenger
LP - PSYOPS
P - Passenger
RAPID - Infil/Exfil Equipment/Personnel
TAC - Tactical Airdrop Equipment
TAP - Tactical Airdrop Personnel

1.4. Deviations. The configuration codes of this regulation may require deviations for a specific mission. Each deviation must be carefully evaluated prior to mission operation to ensure maximum flight safety and compatibility with aircraft equipment. Each mission directive will identify the basic configuration by code and the deviation, if necessary, to satisfy mission requirements. For example, a cargo mission may require additional equipment; e.g., Bulldog winch not in the C-cargo configuration. Indicate the mission directive configuration C (number as applicable), Bulldog cargo winch required.

1.5. Weight and Balance. Configuration and necessary equipment changes to conduct special operations missions affect the weight and balance of the aircraft. To standardize equipment and the location of the equipment, items shown in attachment 1. (Standard equipment) will be included in the basic weight of the aircraft and remain on the aircraft except for maintenance and inspection. Equipment listed in attachment 1. (Additional equipment) will be added as necessary and entered on DD Form 365-4, **Weight and Balance Clearance Form F**, reference 5, 6, or 7. For simplicity the loadmaster will (when preparing the DD Form 365-4 Form F) enter the weight

contained in the required figures for the applicable configuration. Adjustments will be made when the actual on board weight of the items varies from data shown.

NOTE: When configuration changes are accomplished at the Forward Operating Location (FOL) the loadmaster will add or subtract the listed weight/moment from the last entry in the Chart C (except for additional equipment listed in attachment 1. which will be changed in reference 5, 6 or 7 of the form F). Loadmasters will annotate the new weight/moment in Block 1 of DD Form 365-4, and make a write-up in the AFTO 781A, **Maintenance Discrepancy and Work Document** of any equipment added or removed. The requirement by Quality Assurance (QA) to update the Chart C is not required. When same configurations are accomplished at home station a QA update to the Chart C is required, exception, if QA is unavailable to update the Chart C then follow the FOL instructions to complete the mission. QA will then update the Chart C at the earliest opportunity.

1.6. Distribution. Commanders are responsible for bringing this publication to the attention of all affected personnel. At least one copy will be maintained in the unit operations section. It will be readily accessible to operations and aircrew personnel. Additional distribution will be as follows:

1.6.1. Staff operations, all levels.

1.6.2. Aircrew standardization, all levels.

1.6.3. Command posts/operations.

1.6.4. Air terminal operations (under control of AFSOC)

1.6.4.1. Air terminal manager.

1.6.4.2. Air freight management.

1.6.4.3. Aerial Delivery Support Branch (ADSB)/Aerial Delivery Flight (ADF).

1.6.5. Aircraft maintenance squadrons.

1.6.6. Dash 21 Equipment sections.

1.6.7. Quality Assurance section.

1.6.8. Life Support sections.

1.6.9. One located in the supplemental weight and balance handbook binder on each aircraft.

1.6.10. AFSOC/AFSOD kits.

Figure 1.2. Required Volume by Aircraft

	VOL 1	VOL 2	VOL 3	VOL 4	VOL 5
MC-130E	X				
MC-130H		X			
MC-130P			X		
AC-130H				X	
AC-130U					X

1.7. Revisions. Most revisions will consist of insert changes. Some minor write in changes may be made, but these will be held to a minimum. Personnel at all echelons are encouraged to make recommendations to improve this regulation. Direct proposed changes to AFSOC/DOV on AF Form 847, **Recommendation for Change of Publication**.

1.8. Supplements. No subordinate unit will supplement this instruction that changes the basic policies, procedures, or formats prescribed herein. EXCEPTION: Wings/Groups/Squadrons may supplement attachments 1 and 2 for theater unique requirements.

Figure 1.3. References

T.O.1C-130(M)H-1	T.O.1C-130B-2-2	T.O.1C-130(M)H-2-2	T.O.1C-130(M)H-5
T.O.1C-130A-9	T.O.1C-130A-21	T.O.1-1B-40	T.O.1C-1-71
T.0.00-20-5	T.O.1-1B-50	T.O.1C-130B-1	T.O.1C-130A-131
AFI 11-202 VOL 3	AFI 21-103	T.O.1C-130B-1	
MCI 11-258	AFI 11-2MC-130	AFSOCI 11-301	

1.9. Overhead Rack. Only troop seats will be stowed in the overhead rack. Under no circumstances will oil, hydraulic fluid or any other liquids be placed in the overhead racks.

1.10. Special Requirements. Although deviations to the basic configuration are authorized to meet special requirements, the following factors should be considered.

1.10.1. Sidewall and wheel well seats should be installed/stowed on all missions unless otherwise depicted by this regulation. The one-man sidewall seats will not be used unless connected to a two-man seat, except as depicted by configuration attachments.

1.10.2. The normal spacing for paratroopers is 24 inches; however, spacing is as the mission dictates. Aircraft without accommodations for 24 inch spacing will be configured in 20 inch spacing.

1.10.3. Pallet position six is limited to 4,527 lbs when dual rails, roller conveyors and ramp air deflectors are installed. With roller conveyors removed and ramp air deflectors installed, a total of 4,687 lbs may be carried. When ramp air deflectors are removed but dual rails are installed, pallet position six weight limit is 4,664 lbs. At no time will ramp weight exceed 5,000 lbs to include cargo weight, dual rails, and ramp air deflectors.

1.10.4. Drawings in this volume are not precisely to scale with respect to actual aircraft locations.

1.10.5. See paragraph 2.2 and figure 2.1 for Safety aisle requirements.

1.10.6 See figure A2.1 for center aisle seat equipment requirements.

1.11. Troop Life Preserver. For airdrop of personnel over or near bodies of water, the unit/service being airdropped will furnish the required number of life preservers.

Chapter 2

REFERENCE DATA

2.1. General. This chapter contains reference data to assist personnel in load planning.

2.2. Emergency Exits and Safety Aisles. Load aircraft in such a manner that the following emergency exits and safety aisles are available.

2.2.1. At least one cabin emergency exit is unobstructed.

2.2.2. At least one unobstructed emergency exit is available for each 20 passengers/troops (This does not restrict overwater flights if the three overhead escape hatches are available for egress). Litters and seats erected across an emergency exit are not considered as an obstruction.

2.2.3. When passengers are being airlifted, an unobstructed aisle way will be maintained in the wheel well (pallet positions 3 & 4) and ramp area (pallet position 6) to provide access to emergency exits. In the wheel well area the aisle way will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or dual rail outboard frame. Tiedown equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. The dual rail outboard frame provides 8 inches of the 14 inch requirement on the main cargo floor. In the ramp area the aisleway will be a minimum of 8 inches beginning at the outboard edge of the dual rail frame. The aisle way should normally be on the left side of the aircraft. If the aisle way is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Access to aft latrine facilities requires an 18 inch clear area on the forward right side of the cargo loaded on the ramp.

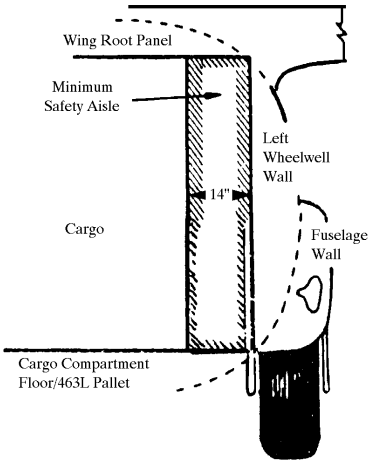
2.2.4. If the aisle way requirement in 2.2.3. can not be achieved on missions carrying crew only or mission essential personnel authorized by operations order/plan or COMALF, then an aisle way will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge and the aircraft beginning no higher than 60 inches above the floor/pallet/platform the dual rail outboard frame provides 8 inches of this requirement on the main cargo floor.

2.2.5. During airdrop missions, loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists.

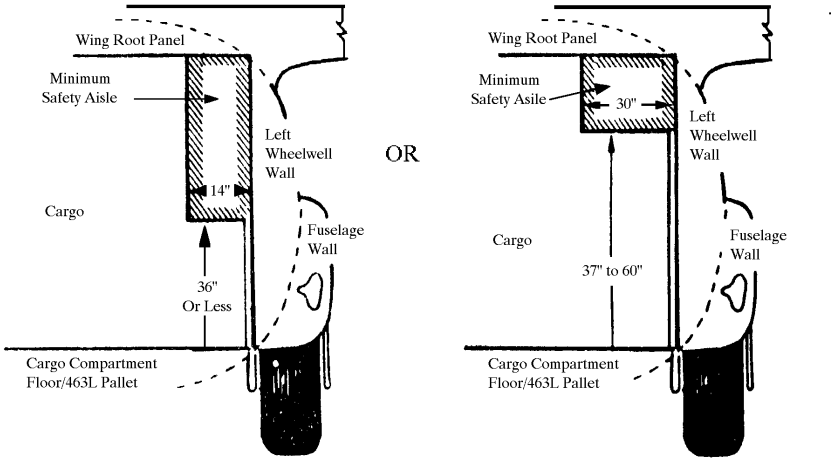
2.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. The aircraft commander will be the final authority for determining if safety aisles/access aft of cargo is adequate. Loads in section VI of T.O.1C-130A-9 are specific and do not require a waiver.

Figure 2.1. Wheel Well Safety Aisle

A. With Passengers:



B. Without Passengers:



Chapter 3

DD FORM 365-4 INSTRUCTIONS

3.1. Introduction. This chapter provides instructions for computation and completion of DD Form 365-4. The Form F will be computed using simplified moments. All entries and signatures must be legible.

3.2. Load Planning. The cargo load must be planned so that the center of gravity of the loaded aircraft will be within the specified forward and aft limits for any given operating condition. Consideration must also be given to offload sequence, aircraft limitations, and emergency jettisoning.

3.3. General Instructions. These instructions apply to forms using simplified moments.

3.3.1. DD Form 365-4 heading. Enter date, mission number, aircraft type, serial number, departure and destination station (name or ICAO identifier), home station of the aircraft and pilot's rank and last name.

3.3.2. Limitations column. Enter appropriate weight and C/G limits for the planned mission using the following wing criteria: The maximum gross weight and center of gravity limits specified in T.O.1C-130(M)H-1 will not be exceeded. Gross weight may also be limited by operating conditions; e.g., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. The pilot/flight engineer will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate allowable cabin load (ACL) may be obtained.

3.3.2.1. Takeoff. Unless other restrictions are imposed, use 154,000 for MC-130 aircraft, and subtract the total aircraft weight (Reference 12).

NOTE: IAW T.O.1-1B-40, the MC-130 aircraft's allowable gross weight for takeoff is limited by maximum taxi gross weight. One thousand pounds is subtracted from the allowable gross weight for takeoff on all MC-130 weight and balance clearance forms and will not be required in the remarks block.

3.3.2.2. Landing. Unless other landing restrictions are imposed, use 155,000 for MC-130 aircraft, and subtract operating weight plus estimated landing fuel (References 9 and 23).

3.3.2.3. Limiting Wing Fuel. Computed IAW limiting wing fuel charts in this instruction or T.O.1C-130(M)H-1, section V, for takeoff and landing. The most restrictive weight will be used.

NOTE: The limiting wing fuel chart in this instruction is based on a 2.5 G maneuver load factor with indicated airspeed restrictions outlined in area "C" of the flight manual limitation charts. Specific mission requirements exceeding area "C" limitations must be computed by the aircrew using the appropriate flight manual weight limitations chart.

3.3.2.4. Permissible C/G Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in the appropriate T.O.1C-130(M)H-5. The permissible CG zero fuel weight blocks will be left blank.

3.3.3. Signature Block:

3.3.3.1. Computed by: signature, rank and organization.

3.3.3.2. Weight and Balance authority: N/A

3.3.3.3. Pilot: signature on original and duplicate.

3.4. Instructions for Moment Form F. Use applicable T.O.1C-130(M)H-5, Chart E.

3.4.1. Reference 1. Enter basic weight and moment from the last entry of the certified copy of the DD Form 365-3 (chart C) in the aircraft weight and balance handbook.

3.4.2. Reference 2. Leave blank.

3.4.3. Reference 3. Enter the number of crewmembers, locations, weight and moment from crew/cargo compartment tables.

3.4.4. Reference 4. Enter crew baggage by location. Determine weight and moment.

3.4.5. Reference 5, 6, 7. Determine amount of equipment on board and location. Compute weight and moment.

3.4.6. Reference 8. Enter Chaff and Flare weight and moment as required.

3.4.7. Reference 9. Total of references 1 thru 8.

3.4.8. Reference 10. Enter total fuel weight and determine moments.

NOTE: In remarks section, enter a breakdown of takeoff fuel weight and moment by tank, taken from individual tank readings to the nearest 100 pounds and applicable fuel moment chart. An alternate method of computing fuel moments is accomplished by multiplying the total fuel by 552. Takeoff fuel is 1000 pounds less than ramp fuel (500 pounds is subtracted from inboard and outboard tanks). This is the fuel used for engine start, taxi and engine run up. Refer to T.O. 1C-130(M)H-1 for more information on primary and secondary fuel management.

3.4.9. Reference 11. Leave blank.

3.4.10. Reference 12. Total of reference 9 and 10.

3.4.11. Reference 13. Distribution of allowable load (payload).

3.4.11.1. Enter weight of cargo, pallets, vehicles, rolling stock, floor loaded cargo, etc., by determining the fuselage station of the cargo center of balance. Large items will be listed separately. Items loaded side by side may be combined. General cargo may be compartment loaded.

3.4.11.2. Enter number and weight of passengers, troops, litters using either a compartment centroid or designator or individual's weight by location centroid. Determine moment.

3.4.11.3. Enter weight of airdrop platform(s) by individual centroid location. CDS, CRRC, CRS, HSLLADS, and RAMZ containers may be entered by compartment centroid or individual container centroid. Determine moment.

NOTE: During engine running onloads or when planned ground times preclude use of procedures in 3.4.11.1 thru 3.4.11.3, a combined load C/B may be used if a validated load plan is presented.

NOTE: During ERO, DD Form 365-4 in not required for subsequent sortie if aircraft departs empty.

NOTE: The total weight of reference 13 shall not exceed the smallest allowable load determined by the limitation block allowable cabin load.

3.4.12. Reference 14. Compute Zero Fuel Weight and Zero Fuel Moment by combining reference 9 with reference 15. Zero Fuel percent of MAC enter N/A.

3.4.13. Reference 15. The total load weight and moment of reference 13 will be entered as a "subtotal".

3.4.14. Reference 16. Total of references 12 and 15.

3.4.15. Reference 17. Enter takeoff C/G in percent of MAC.

3.4.16. Reference 18. When applicable, enter corrections from computations in the correction block.

3.4.17. Reference 19. Total of references 16 and 18, as required.

3.4.18. Reference 20. Enter corrected C/G in percent of MAC, as required.

3.4.19. Reference 21. Enter Zero Fuel Weight and Moment.

3.4.20. Reference 22. If required, subtract airdrop load weight and moment from reference 21 or changes in corrections column and enter as corrected Zero Fuel Weight and Moment on a blank line in reference 22.

3.4.21. Reference 23. Enter estimated landing fuel weight and moment, obtained by determining in tanks for landing.

NOTE: Standard burn off rates for MC-130H

1. Climb out Cruise, 1st hour:	6,500 lbs
2. Altitude Cruise, per hour:	5,000 lbs
3. Low Level, per hour:	6,000 lbs

NOTE: In the remarks section enter a breakdown of landing fuel weight and moment by tank (refer to paragraph 3.4.8. note for computing fuel moment using alternate method).

3.4.22. Reference 24. Total of references 21 or 22 and 23.

3.4.23. Reference 25. Enter landing C/G in percent of MAC.

NOTE: Remarks section. In addition to takeoff/landing fuel breakdown, enter all Inflight Refueling (IFR), and Fuel Burn off (FBO).

3.4.24. Load adjuster number block. Leave blank.

STEPHEN R. CONNELLY, Col, USAF
Director, Operations

Attachment 1

CONSOLIDATED EQUIPMENT

STANDARD ITEM EQUIPMENT	QUANTITY	LOCATION
1. ADS pendulum pivot arm cover	1	Stowed on pivot arm
2. Air conditioning/heater plugs	3ea	Stowed as required when not installed.
3. Anchor cable center support Braces	4	Stowed aft of left paratroop door.
4. Anchor cables with reels	4	Two cables are installed in the cargo compartment and two cables with four reels are stowed at FS 891 left/right side.
5. APU Exhaust plug	1	Stowed as required when not installed.
6. Auxiliary ground loading ramps	2	Cargo door stowage bin #2. (Gen. IV modified)
7. Avfuels identiplate	1	Stowage in single point refueling door.
8. Axe, hand emergency	2	Installed IAW flight manual.
9. Belt, seat safety	77	Installed/stowed with each seat aboard the aircraft.
10. Cargo door down locks	2	Stowed left and right FS 845.

11. Cargo compartment window covers	10	Stowed in pocket located near each window.
12. Center seat back/beam support (extensions)	2	Stowed FS 617 aft of left wheel well.
13. Center seat back support beams (lower)	8	4 stowed aft of left wheel well, 1 stowed in cargo door, and 3 stowed fwd of left and right wheel well.
14. Center seat back support beams (upper	8	Stowed in fwd cargo compartment.
15. Chain, tiedown 10,000 lb	34	Stowed in containers aft of left paratroop doors, 12 at FS 755 and 22 at FS 781.
16. Chain, tiedown 25,000 lb	6	Stowed in container at FS 830 right side.
17. Crank, main landing gear and flap emergency	2	Stowed forward of each wheel well.
18. Curtain, cargo compartment	1	Installed/stowed overhead FS 245 left side.
19. Curtain, Eye-brow	1ea	Installed at Pilot's & Copilot's upper windows.
20. Curtain, flight deck	1	Installed/stowed overhead flight deck area.
21. Device, tiedown 10,000 lb	34	Secured to stowage bar FS 245 (10ea), FS 790 (12ea) left side, and FS 925 (12ea) right side.

22. Device, tiedown 25,000 lb	6	Stowed in rack at FS 780 right.
23. Dual rails A/A32H-4/A	1set	Cargo Compartment.
24. Dual rail lockout pins	11	Stowed in stowage bag FS 245 left side.
25. Emergency escape ladder	1	Stowed on right side FS 257.
26. Engine intake/exhaust covers	4	Stowed when not installed.
27. Extinguisher, fire	4	Installed IAW flight manual.
28. First aid kits	12	Two stowed on flight deck, 10 stowed in cargo compartment
29. Fluid, hydraulic cases	2	Stowed in containers at FS 894 left and right side.
30. Fluid, oil case	1	Stowed in cargo net box left side.
31. Fork monorail	1	Cargo door stowage bin #7.
32. Fuel tank drain tube (pogo stick)	1	Stowed in overhead bracket at FS 980.
33. Guard assy, ramp actuator	2	Stowed on anchor cable braces aft of left paratroop door.

34. ICS cords, 4-75 ft., 5-6 ft., (2 w/o PT),	13	1ea 6 ft. w/o PT installed at Pilot & Copilot 4-15 ft. ICS station one 6 ft. and one 15 ft. installed at the Flight Engineers,navigators, EWO, one 15 ft. installed at IP's ICS station, and 4-75 ft. cords installed at each loadmaster ICS station.
35. Jack and tow fittings	2	Cargo door stowage bin #1.
36. Jack pads	1set	Stowed BH FS 245 right side.
37. Lamp, ALDIS with lens kit	1	Stowed on flight deck right side.
38. Latrine curtain	1	Stowed on curtain rod at toilet location.
39. Life rafts	4	In wing well compartments.
40. Light, emergency exit with NVG filter	8	Adjacent to each emergency exit, IAW flight manual.
41. Liquid container (emergency)	10/8	5 stowed left & right M compartment. On Block III modified aircraft and aircraft 87-0024, 5 left and 3 right M compartment.

NOTE: All emergency water containers will be stored empty. If mission dictates containers will be sanitized and then filled with water by support personnel. Annotate in 781K that emergency water containers are full. After mission sanitize and dry containers then reinstall. Sign off 781K write up.

42. Litter brackets	128	5 installed on each side center litter stanchions, 4 installed on each sidewall litter stanchions, 20 installed on emergency escape ladder, and 4 installed/stowed on troop door litter stanchion.
43. Litter stanchion (left paratroop door)	1	Stowed in bin #4 & #7.
44. Litter straps (sidewall)	6	Attached/stowed in respective container bags.
45. Litter straps (center)	20	Attached/stowed in overhead bins.
46. Lock assy. main landing gear	2	Cargo door stowage bin #1.
47. Locking device, paratroop doors, side	4	Stowed as required when not installed. escape exits
48. Maintenance ladder	1	Stowed as required.
49. Maintenance ICS cords	3	1-75 ft. cord and 1-6 ft. spiral cord stowed in stowage bag above left urinal BH FS 245. 1-75 ft.cord stowed in stowage bag at FS 770 right side.
50. Maintenance crane	1	Cargo door stowage bin #7.

51. Microphone, handheld	3	One each at pilot/copilots side panels, one left BH FS 245.
52. Monorail assembly	1	Cargo door stowage bin #8.
53. Oxygen bottle, walkaround with harness	4	Installed IAW Flight Manual.
54. Oven	1	Galley FS 188.
Coffee/water jugs	2	Galley FS 188.
Hot cups	2	Galley FS 188.
55. Paratroop jump platforms	2	Stowed above structural bars left and right at FS 747.
56. Pitot covers	2	Stowage bag, FS 245 bulkhead.
57. QRC 84-02A covers	2	Cargo door stowage bin #1.
58. Ram air intake plug	1	Stowed as required when not installed.
59. Ramp air deflectors	2	Installed on cargo ramp.
60. Remote Box/ADS with cord	1	Installed right side FS 450.
61. Rings, tiedown 25,000 lb	2	Cargo door stowage bin #1.
62. Rope, emergency escape	3	Installed aft of each overhead escape hatch.
63. Safe	1	As required.
64. Seat support brackets wheel well (lower)	16	Stowed left side aft of wheel well FS 640.

65. Seat support tubes, wheel well (upper)	2	Installed left/right wheel well area.
66. Secondary release cable and arming box	1	Installed on right anchor cable.
67. Sextant	1	As required
68. Snatch blocks, winching (13,000 lb)	2	Stowage box BH FS 245.
69. Stanchions (litter/seat)	8	6 stowed FS 257 center, and 2 stowed FS 390 left side.
70. Straps, tiedown 10,000 lb	14	Cargo door stowage bin #5.
71. Straps, tiedown 5000 lb	40	12 stowed FS 390 Left and 28 Cargo door stowage bins #5.
72. Sun visors	2	Stowed above pilot/copilot side windows.
73. Technical pubs	1set	Stowed FS 866 left/right side.
74. Tiedown fixture, emergency, main	2	Stowed as required. Landing gear
75. Troop seat, two-man/one-man	37/3	Seats will be installed at each of the following locations: Right side FS 267 1 installed, 2 stowed (2m) FS 305 1 installed, 2 stowed (2m) FS 435 2 stowed (2m) FS

		460 2 stowed (1m) Left side FS 312 2 stowed (2m) FS 353 1 installed, 2 stowed (2m) FS 393 1 installed, 2 stowed (2m) FS 433 1 installed (2m) FS 460 1 installed (1m) FS 657 2 installed, 4 stowed (2m) FS 362 (overhead rack) 7 stowed (2m) FS 410 (overhead rack) 7 stowed (2m)Total seats installed – 2 man (7), 1 man (1) Total seats stowed - 2 man (30), 1 man (2)
76. Wheel chocks	4	Stowed as required when not in use.
77. Wrench, emergency main landing gear	1	Stowed FS 437 left sidewall litter stanchion.
78. Winch, static line	2	FS 245 bulkhead.
79. "Y-Cable" assy, static line	2	Cargo door stowage bin #1.

ADDITIONAL ITEM EQUIPMENT	**QUANTITY**	**LOCATION**
1. A/A37A-11 Cargo Towplate System	1	Installed as required.
2. Airdrop kit (HSLLADS, CRS, CRRC, CDS, and RAMZ)	A/R	As required.
3. Anti-exposure suit	*8	Stowed lower bin FS 803 right side.

4. Auxiliary ground loading ramps (Gen. IV mod., extra set)	A/R	As required.
5. Boom crane assembly w/turntable rack.	1	Stowed aft of right aft cheek
6. Buffer stop assembly	1	As required.
7. Canary slide ramps	1set	As required.
8. Center vertical restraint (CVR)	1set	As required.
9. Crew bunks	A/R	Stowed at any litter location.
10. DC power cable (winch)	1	As required.
11. Emergency Escape Breathing Device (EEBD)	*4	Stowed on litter stanchion FS 340 left/right.
12. FARP equipment	A/R	As required.
13. Firefighter's smoke mask	*4	Attached to each portable oxygen bottle harness.
14. Flash blindness goggles	5	As required.
15. HALO (oxygen console)	A/R	As required.
16. Life preserver unit	80	Stowed lower bin FS 803 right. LPU-10P, Adult/Child (4 A-bags w/20 each)
17. Parachutes, back	*A/R	1 per crewmember stowed lower bin FS 781 right.
18. Passenger oxygen kit (POK)	A/R	As required.
19. Protective clothing kit	1	As required.

20. Pry bar(s)	1	As required.
21. MBU-10/P quick don oxygen/smoke	*5	Stowed in galley FS 223.
22. Restraint harness	*5	4 stowed on litter stanchions at FS 245 and one installed on flight deck.
23. Seat kits, ML-4	*8	4 each in upper bins FS 781 and 803 right.
24. Survival vests	*8	Stowed in bin FS 935 left.
25. Track installation assembly	1	Stowed FS 344 right side.
26. Track supports	1	Stowed FS 979 left side.
27. Transfer table	1	Stowed FS 957 left side.
28. Water container (Igloo)	1	As required.
29. Winch, cargo handling	1	As required.

* Denotes minimum life support equipment IAW AFSOCI 11-301, additional equipment may be required if mission dictates.

Attachment 2

CARGO COMPARTMENT CONFIGURATIONS

A2.1. **General**. This chapter contains basic cargo compartment configurations for the MC-130H Aircraft. (Reference Figure A2.2.)

A2.2. AE-1. This aeromedical configuration offers 25 litter spaces (high density) 31 seats, seat belts on 20 inch centers, 31 seats offered. A minimum of six seats are required for medical and flight crew. (Reference Figure A2.3.)

A2.3. AE-2. This aeromedical configuration offers 57/53 litter spaces (high density) and total of 2/8 seats, seat belts on 20 inch centers, 2/8 seats offered. (Reference Figure A2.4.)

A2.4. C-1. Provides a clear cargo floor for loading general cargo and/or rolling stock loads. Seating is dependent on cargo load. (Reference Figure A2.5.)

A2.5. C-2. Provides for six HCU-6/E pallets, 2 seats may be available. (Reference Figure A2.6.)

A2.6. CP-1. Provides for 29 sidewall, and wheel well seats, seat belts on 20 inch centers, 28 seats offered and one HCU-6/E pallet position. (Reference Figure A2.7.)

A2.7. CP-2. Provides for 57 sidewall, wheel well, and center aisle seats, seat belts on 20 inch centers, 55 seats offered and two HCU-6/E pallet positions. (Reference Figure A2.8.)

A2.8. CP-3. Provides for 35 sidewall, wheel well and center aisle seats, seat belts on 20 inch centers, 34 seats offered and three HCU-6/E pallet positions. (Reference Figure A2.9.)

A2.9. CP-4. Provides for 24 sidewall, and center aisle seats, seat belts on 20 inch centers, 23 seats offered and four HCU-6/E pallet positions. (Reference Figure A2.10.)

A2.10. CP-5. Provides for 12 sidewall, and center aisle seats, seat belts on 20 inch centers, 11 seats offered and five HCU-6/E pallet positions. (Reference Figure A2.11.)

A2.11. P-1. Provides 77 sidewall, wheel well and center aisle seats, seat belts on 20 inch centers, 75 seats offered. (Reference Figure A2.12.)

NOTE: Overwater flights are limited to a maximum of 80 personnel on aircraft (liferaft limitations). The emergency escape ladder must be installed on overwater flights, cargo permitting. Required emergency equipment must be ordered from Life Support.

A2.12. RAPID-1. Provides for rapid infil/exfil of cargo and personnel. Also provides for limited airdrop capability. (Reference Figure A2.13.)

A2.13. RAPID-2. Provides for rapid infil/exfil of helicopters. (Reference Figure A2.14.)

A2.14. TAC-1. Provides for airdrop of platform loads. Available seating dependent on number and size of platforms. (Reference Figure A2.15.)

A2.15. TAC-2/2A. Provides for airdrop of various combinations up to 16 A-22 Container Delivery System (CDS) containers in single/double stick configuration. Seating availability dependent on number of containers. TAC-2A is when Centerline Vertical Restraint (CVR) rail system is required. (Reference Figure A2.16.)

A2.16. TAC-3. Provides for airdrop of HSLLADS and CRS containers. Seating availability dependent on number and size of containers. (Reference Figure A2.17.)

A2.17. TAC-4. Provides for airdrop of double or double stacked CRRC's. 30 troop seats, seat belts on 20 inch centers, 28 troop seats offered. (Reference Figure A2.18.)

A2.18. TAC-5. Provides for airdrop of RAMZ/STACKED/SINGLE CRRC's. 38 troop seats, seat belts on 20 inch centers, 36 troop seats offered. (Reference Figure A2.19.)

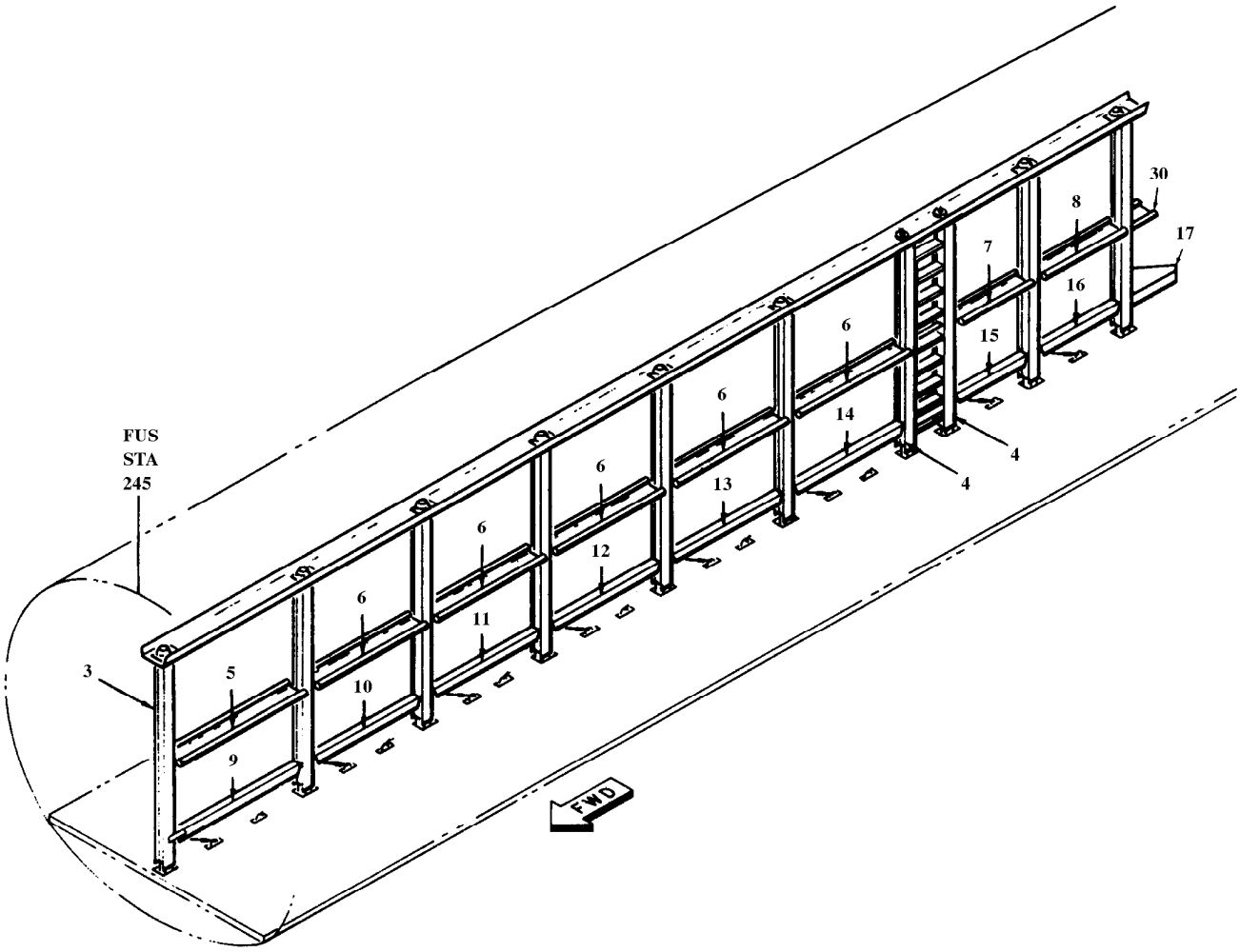
A2.19. TAP-1/1A. Provides for 52 troop seats, seat belts on 24 inch centers, 50 troop seats offered. This configuration is for maximum airdrop of personnel. TAP-1 will be used for airdrop out the cargo ramp and door. TAP-1A will be used for paratroop door airdrops. (Reference Figure A2.20.)

A2.20. TAP-2/2A. Provides for 41 troop seats, seat belts on 20 inch centers, 39 troop seats offered. TAP-2 will be used for airdrop out the cargo ramp and door. TAP-2A will be used for paratroop door airdrops. (Reference Figure A2.21.)

A2.21. TAP-3/3A. Provides for 29 troop seats, seat belts on 20 inch centers, 27 troop seats offered. TAP-3 will be used for airdrop out the cargo ramp and door. TAP-3A will be used for paratroop door airdrops. (Reference Figure A2.22.)

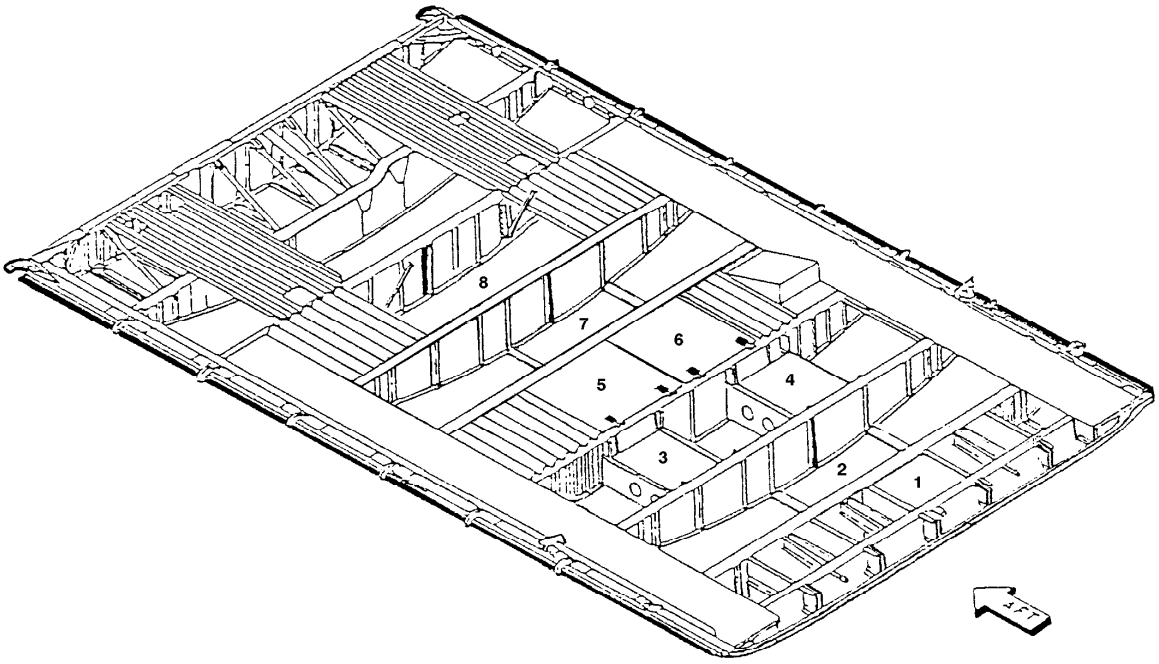
A2.22. LP-1. Provides the basic configuration for leaflet missions. All roller conveyors in normal pallet carrying position. Center anchor cable supports (A frame) installed. The anchor cables will be reinstalled to the inboard U-bolt, BH 245, center anchor cable support (A frame) outboard cable guide, aft anchor cable support arm outboard U-bolt. 15 troop seats, seat belts on 20 inch centers, 13 troop seats offered. (Reference Figure A2.23.)

Figure A2.1 Center Aisle Seat Configuration



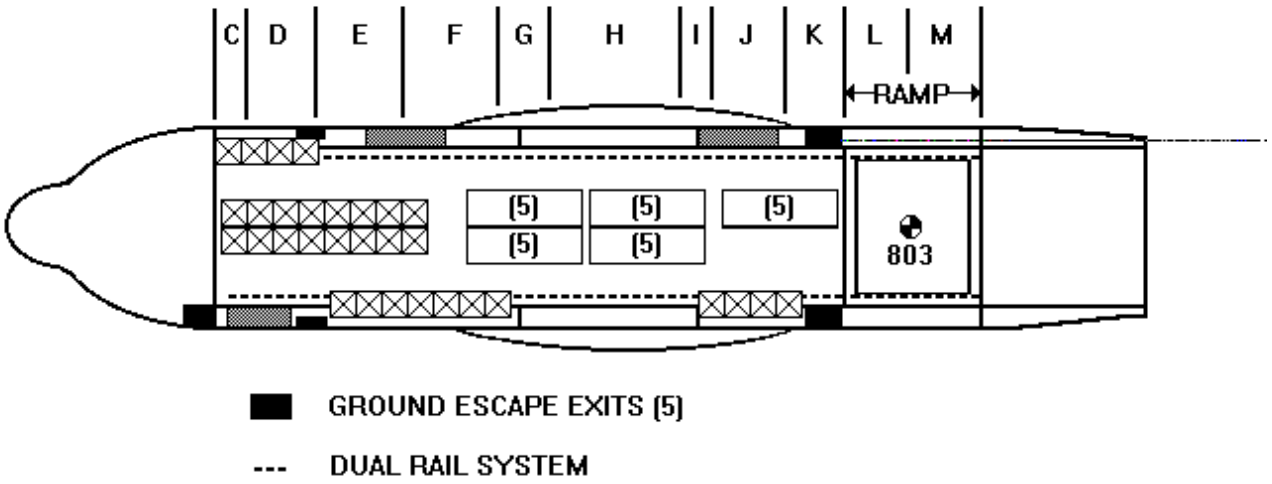
3. Seat and litter stanchion (8)
4. Seat and litter stanchion ladder
5. Through 8. Seat back support beam (8)
9. Through 16. Seat support beam (8)
17. Seat support beam extension
30. Seat back support assembly

Figure A2.2. Cargo Door Storage



1. Storage Bin - Static Line Retriever "Y" Cable and Extensions, QRC 84-02A Covers, Pitot Covers, AAR-44 Cover.
2. Storage Bin - Aux Ground Loading Ramps (Generation IV Modified).
3. Storage Bin - Seat Belts.
4. Storage Bin - Seat Belts.
5. Storage Bin - 5000 lb & 10000 lb Tiedown Straps.
6. Storage Bin –Airdrop & Misc Equipment
7. Stowage Location - Maintenance Crane Assembly, Monorail Assembly, Lower Seat Support Beam (#9).
8. Stowage Location - Nose Gear Door Slide Assembly, Monorail Fork Assembly.

Figure A2.3. AE-1 (Aeromedical)



1. This configuration provides 25 litter spaces (high density) and total of 31 seats, seat belts on 20 inch centers, 25 seats offered. A minimum of six seats are required for medical and flight personnel.
2. The number in parentheses in the litter spaces indicates the maximum number of litters per tier.
3. Five (5) extra oxygen bottles will be available for medical personnel.
4. Roller conveyors are stowed on top of dual rail covers, except as required for baggage pallet

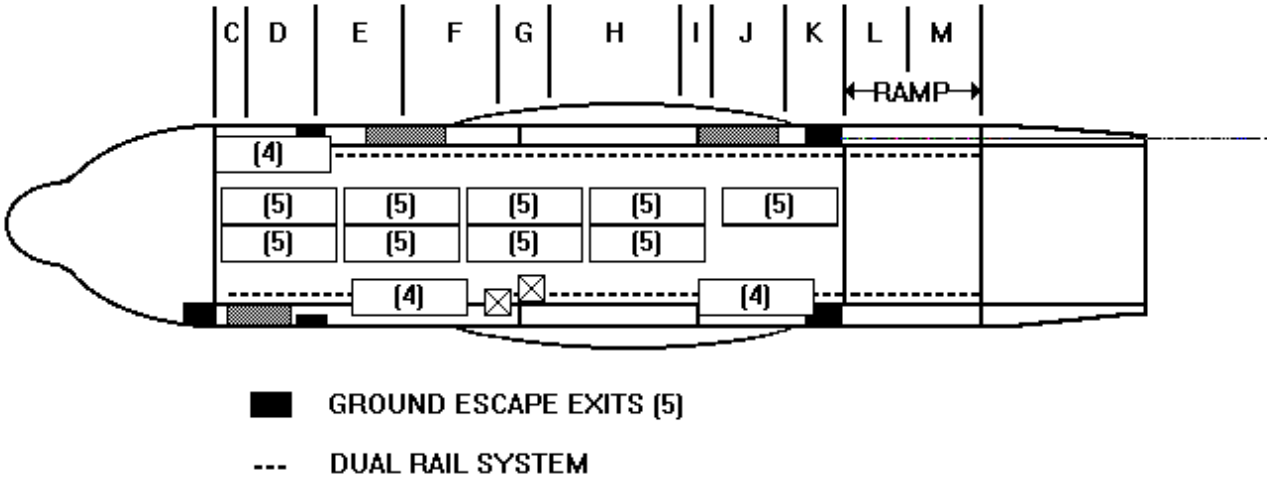
NOTE: Cargo may be loaded with concurrence of medical crew director.

EXTRA EQUIPMENT

*Crew Bunks
*Blackout Kit

*As required by mission directives.

Figure A.2.4. AE-2 (Aeromedical)



1. This configuration is the maximum litter and attendant arrangement. It offers 57 litters and one sidewall and wheel well seat; however 53 litters and 6 more sidewall seats can be obtained by removing the left forward sidewall litter tier.
2. The number in parentheses in the litter spaces indicates maximum number of litters per tier.
3. Five (5) extra oxygen bottles will be available for medical personnel.
4. Roller conveyors are stowed on top of dual rail covers, except as required for baggage pallet.

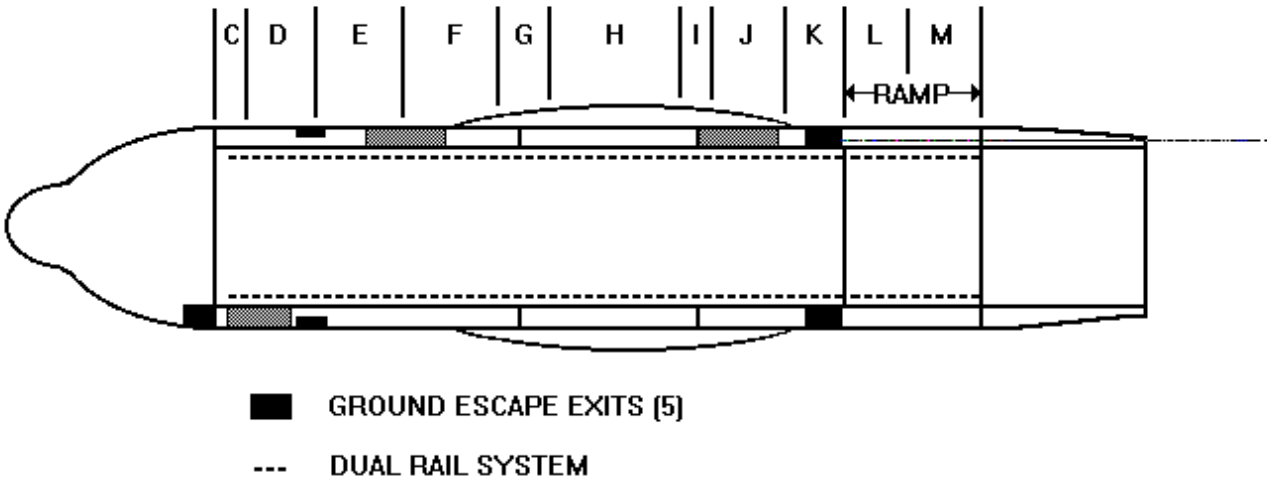
NOTE: Cargo may be loaded with concurrence of medical crew director.

EXTRA EQUIPMENT

*Blackout Kit

*As required by mission directives.

Figure A.2.5. C-1 (Cargo)



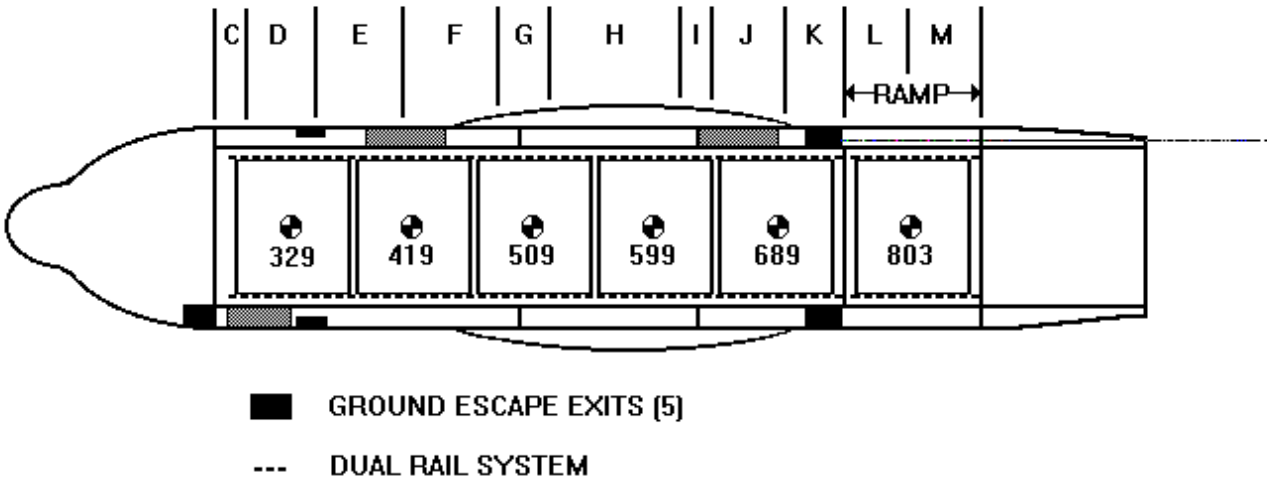
1. This configuration provides for Cargo on floor/rolling stock.
2. Roller conveyors are stowed on top of dual rail covers.
3. Seating availability dependent on amount and type of cargo loaded.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*MA-1 Pry Bar
*Crew Bunks

*As required by mission directives.

Figure A2.6. C-2 (Cargo)



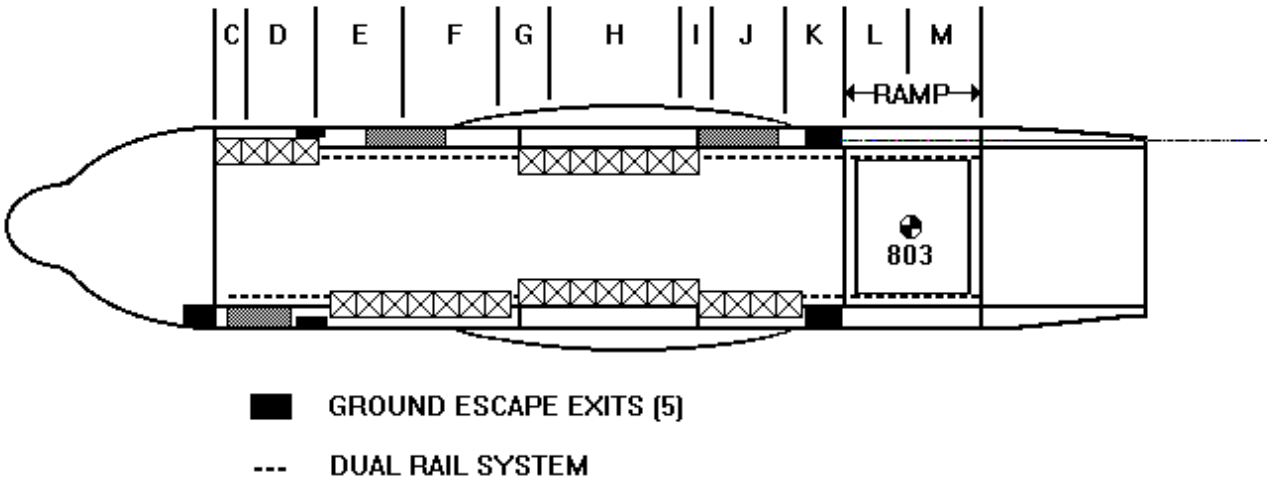
1. Restraint rails and intermediate roller conveyors installed to provide maximum pallet utilization.
2. Seating availability dependent on number of pallets.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable

*As required by mission directives.

Figure A2.7. CP-1 (Cargo/PAX)



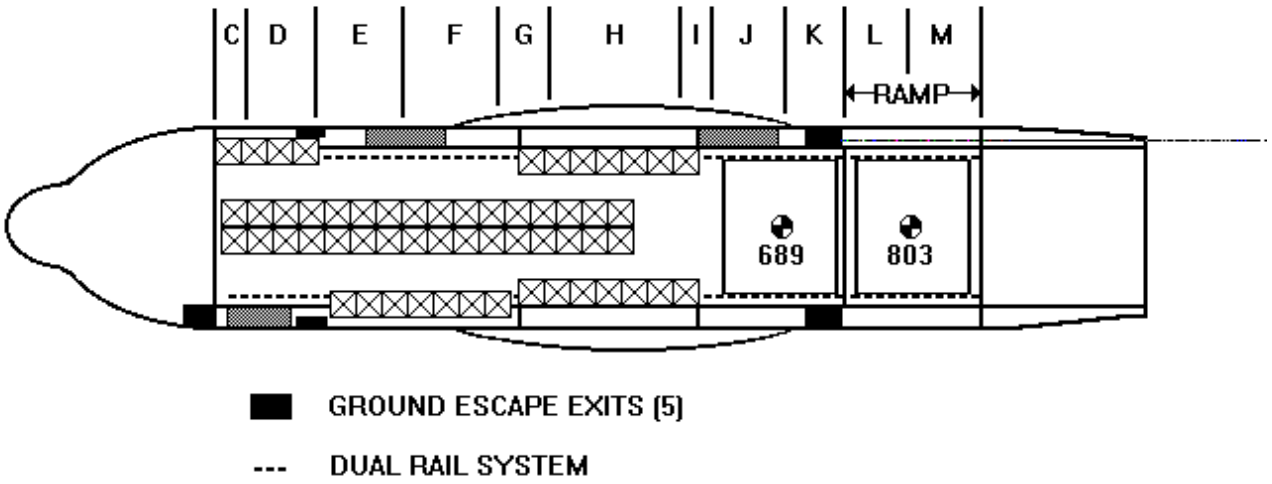
1. 29 sidewall and wheel well seats, seat belts on 20 inch centers, 28 seats offered. Center seats may be installed as required.
2. Cargo space limited to small cargo or rolling stock.
3. Roller conveyors will be removed and secured on top of dual rail covers (no more than two high) except for ramp roller conveyor sections.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*MA-1 Pry Bar
*Crew Bunks

*As required by mission directives.

Figure A2.8. CP-2 (Cargo/PAX)



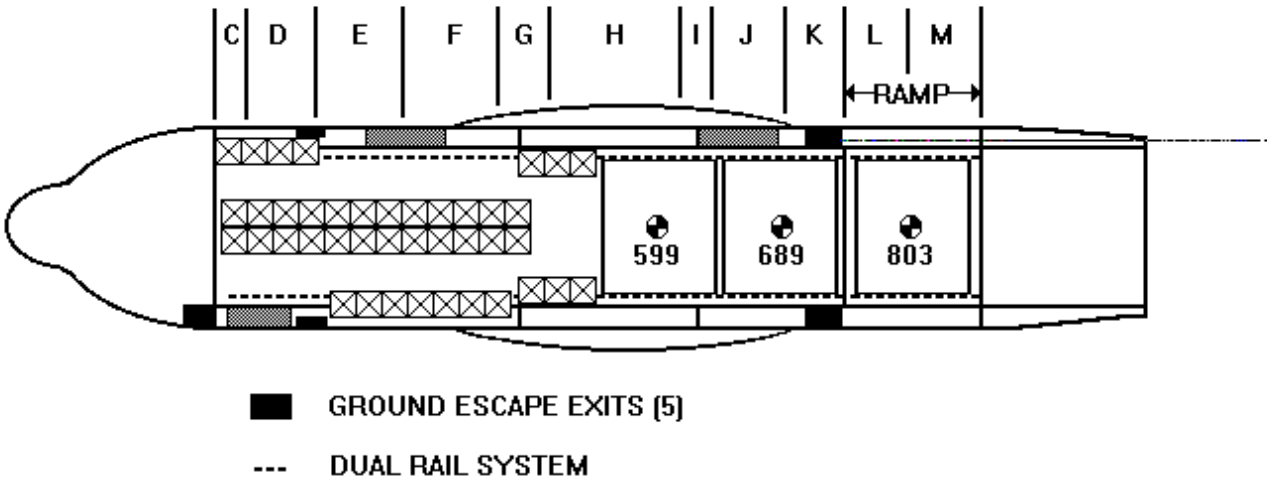
1. 57 sidewall, wheel well, and center aisle seats, seat belts on 20 inch centers, 55 seats offered.
2. Two pallet positions for cargo and baggage.
3. Outboard roller conveyors that are not required will be removed and secured under the center aisle seats.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*Crew Bunks

*As required by mission directives.

Figure A2.9. CP-3 (Cargo/PAX)



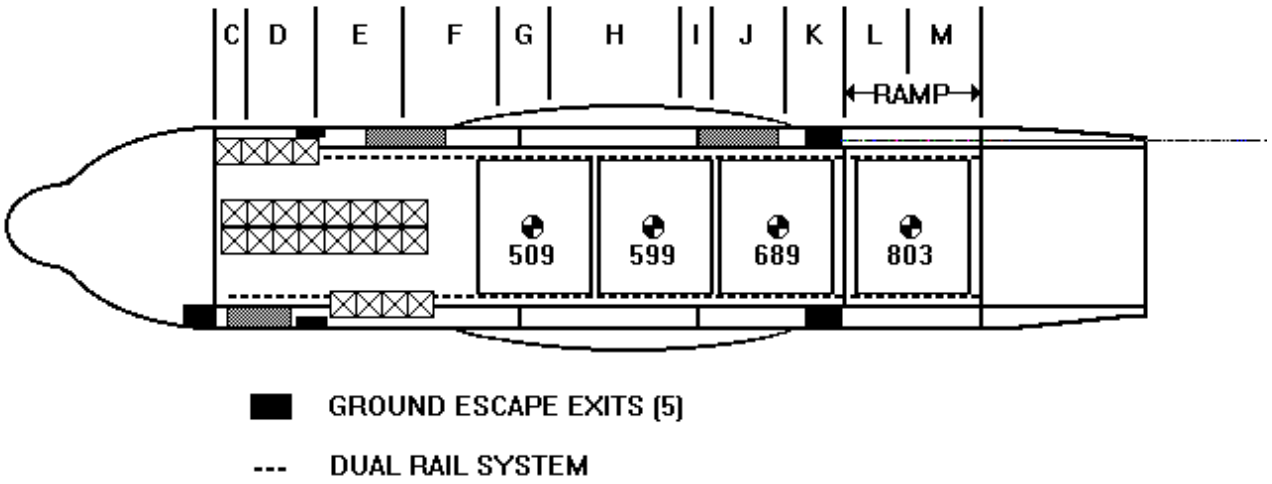
1. 35 sidewall, wheel well, and center aisle seats, seat belts on 20 inch centers, 34 seats offered.
2. Three pallet positions for cargo and baggage.
3. Outboard roller conveyors that are not required will be removed and secured under the center aisle seats.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*Crew Bunks

*As required by mission directives.

Figure A2.10. CP-4 (Cargo/PAX)



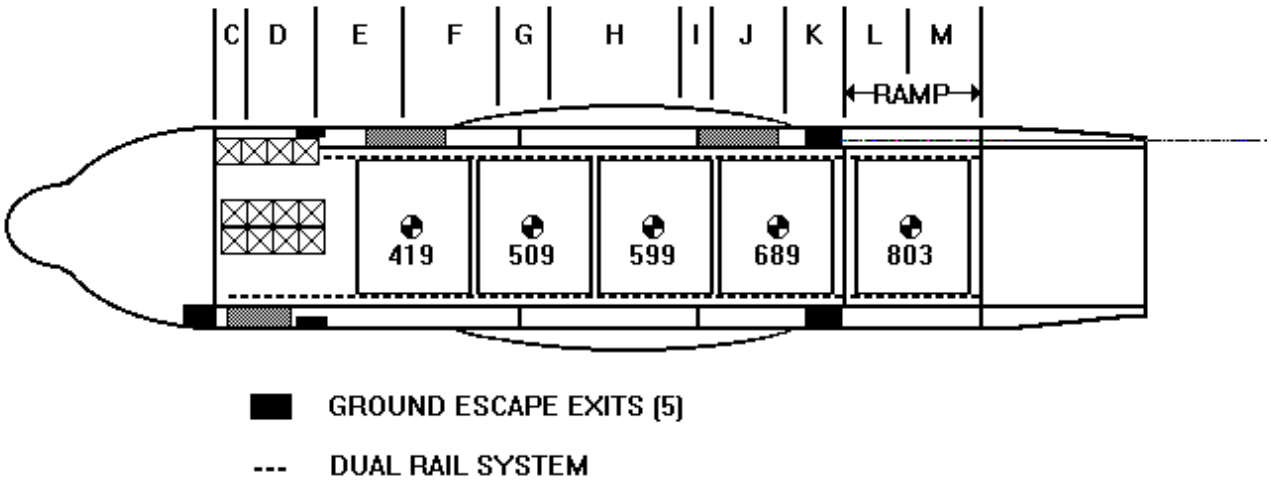
1. 24 sidewall and center aisle seats, seat belts on 20 inch centers, 22 seats offered.
2. Four pallet positions for cargo and baggage.
3. Outboard roller conveyors that are not required will be removed and secured under the center aisle seats.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*Crew Bunks

*As required by mission directives.

Figure A2.11. CP-5 (Cargo/PAX)



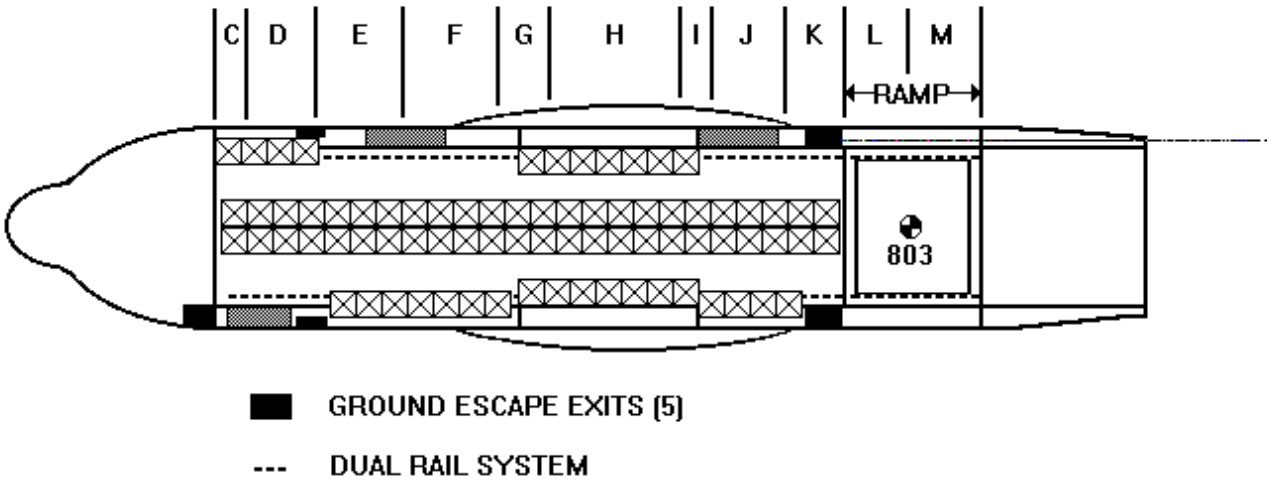
1. 12 sidewall and center aisle seats, seat belts on 20 inch centers, 10 seats offered.
2. Five pallet positions for cargo and baggage.
3. Outboard roller conveyors that are not required will be removed and secured under the center aisle seats.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*Crew Bunks

*As required by mission directives.

Figure A2.12. P-1 (PAX)



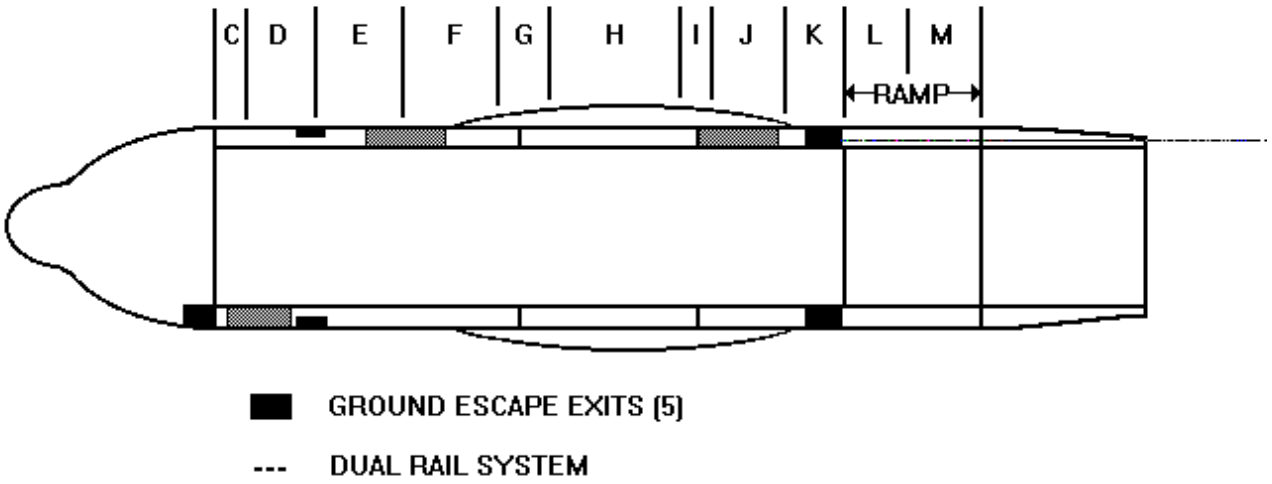
1. 77 sidewall, wheel well, and center aisle seats, seat belts on 20 inch centers, 75 seats offered. Overwater flights limited to a maximum of 80 total personnel, including crew.
2. Outboard roller conveyors are removed and stowed in the inboard location under center aisle seats.
3. Ramp roller conveyors installed.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*Crew Bunks

*As required by mission directives.

Figure A2.13. RAPID-1 (INFIL/EXFIL)



1. All intermediate roller conveyors removed.

NOTE: Two roller conveyor sections 16's are required for airdrop of ramp bundle.

2. All stowed and installed seats removed, except seats stowed in overhead stowage rack.
3. All upper and lower seat support beams removed, except lower seat support beam number 9.
4. Wheel well upper seat support tubes removed.
5. All litter stanchions and escape ladder removed.
6. Heavy box boom crane, turn table, and track equipment removed if installed.

NOTE: Total weight and moment removed:

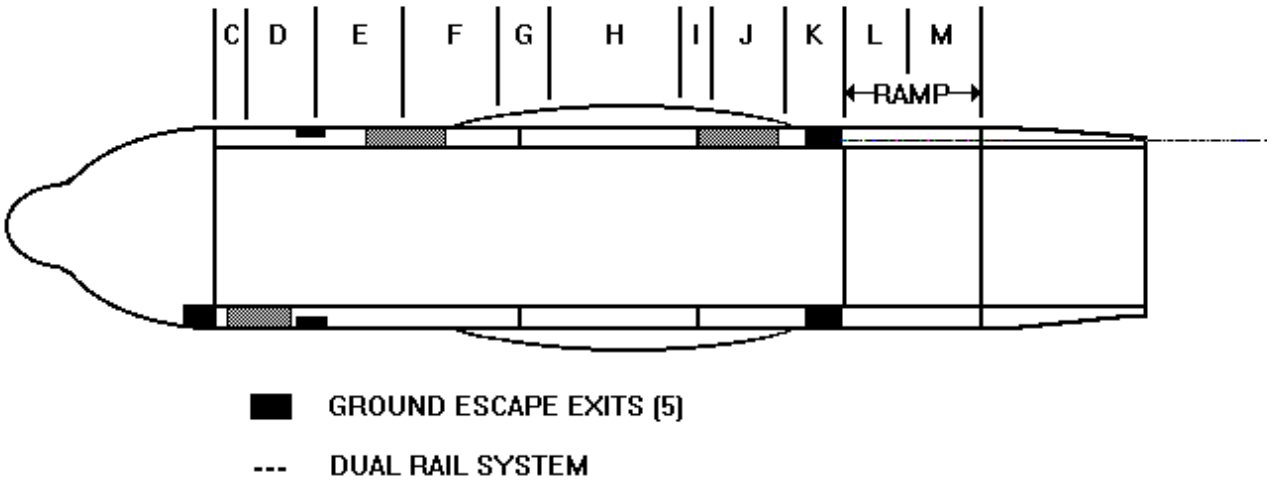
Weight	&	Moment
1544		789
1463		723 w/2#16 roller conveyors
905		415 w/all roller conveyors

NOTE: Remove the above weight and moment from the aircraft's basic weight and moment taken from the last entry in the Chart C. Annotate the new weight and moment in block 1 of DD Form 365-4 (Form F). Any Extra Equipment must have its weight and moment added to DD Form 365-4 (Form F). (See paragraph 1.5 note).

EXTRA EQUIPMENT
*Canary Slide Ramps (1 set)
*Generation IV Ground Loading Ramps (4)
*Blackout Kit
*Cargo Winch and Power Cable
*Roller Conveyors
*Crew Bunks

*As required by mission directives.

Figure A2.14. RAPID-2 (INFIL/EXFIL)



1. All intermediate roller conveyors and dual rail assemblies removed.
2. All stowed and installed seats removed.
3. All upper and lower seat support beams removed, except lower seat support beam number 9.
4. Wheel well upper support tubes removed.
5. All litter stanchions and escape ladder removed.
6. Heavy box boom crane, turn table, and track equipment removed if installed.
7. Installed anchor cables removed and stowed.
8. Rotate and secure the overhead seat stowage rack in the up position.
9. Paratroop jump platforms removed.

NOTE: Total weight and moment removed:

Weight	&	Moment
2917		1521

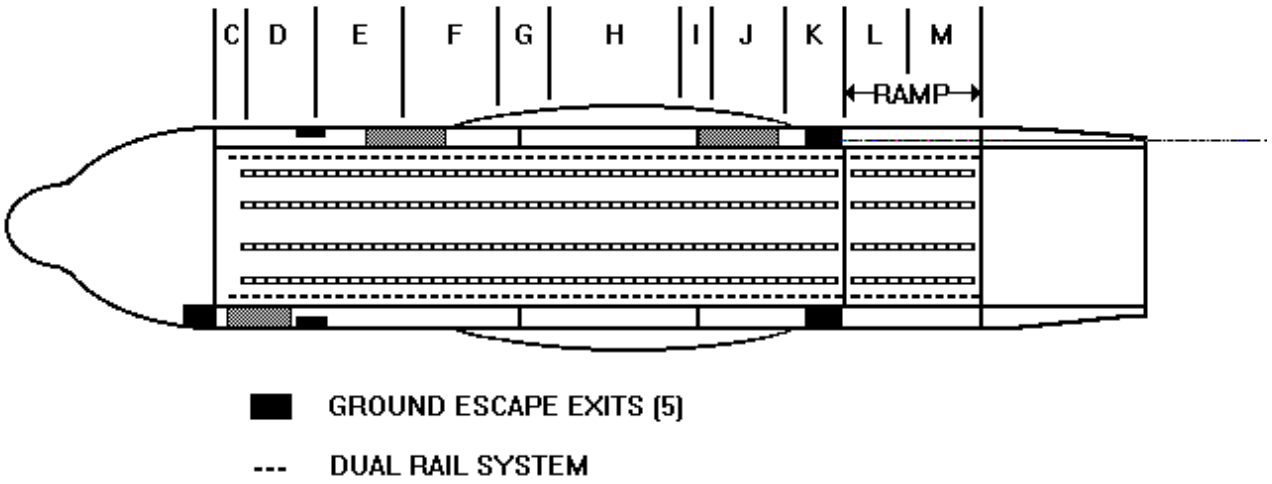
NOTE: Remove the above weight and moment from the aircraft's basic weight and moment taken from the last entry in the Chart C. Annotate the new weight and moment in block 1 of DD Form 365-4 (Form F). Any Extra Equipment must have its weight and moment added to DD Form 365-4 (Form F). (See paragraph 1.5 note).

EXTRA EQUIPMENT

*Canary Slide Ramps (1 set)
*Generation IV Ground Loading Ramps (5)
*Blackout Kit
*Cargo Winch and Power Cable
*Roller Conveyors
*Crew Bunks

*As required by mission directives.

Figure A2.15. TAC-1 (Equipment Airdrop)



1. All restraint rails down and roller conveyors installed.

CAUTION: Do not plan more than 36 feet combined length of airdrop platforms (exception: see note below). Minimum space between platforms is two inches due to side rail detents and dual rail lock alignment. See T.O.1C-130A-9 for other restrictions. Anchor cable stops positioned at FS 893 as required.

2. Seating availability is dependent on number of platform loads.

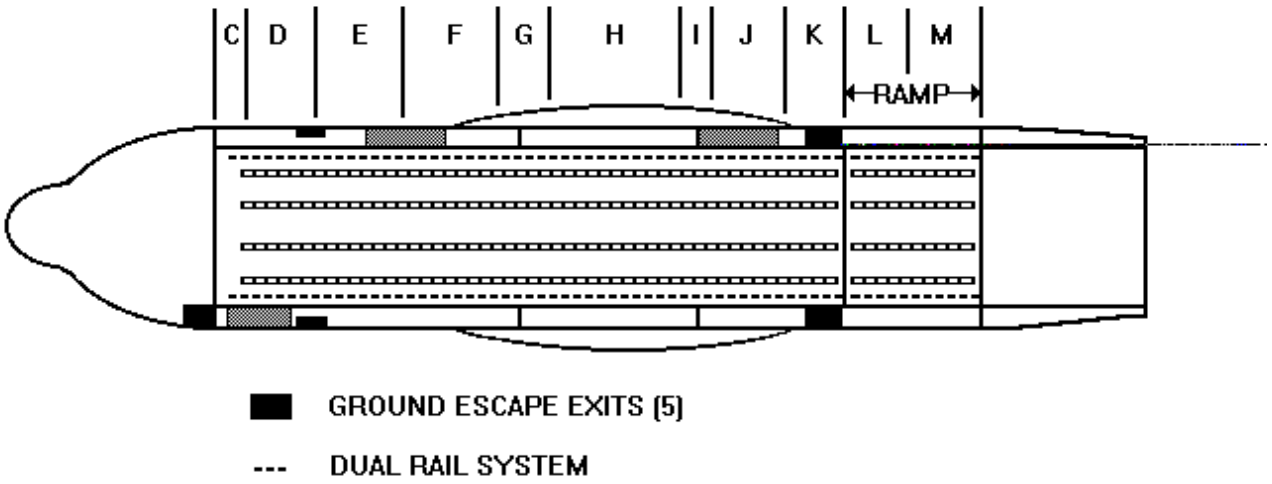
NOTE: A maximum of 40 feet combined platform length may be used in 16/24 foot combinations only.

EXTRA EQUIPMENT

*Ramp Support
*Cargo Winch and Power Cable
*A/A37A-11 Cargo Towplate System
*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.16. TAC-2/2A (CDS Airdrop)



1. Individual A-22 containers, single stick up to 8 containers or double stick up to 16 containers (any even number) maybe airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be airdropped over the ramp using this configuration.
2. Mission tasking units will use AFSOCI 11-202 criteria to schedule the buffer stop assembly for CDS missions.
3. Centerline Vertical Restraint (CVR) rail will be installed as required for number of bundles being dropped.

NOTE: CVR must be installed after BSA is loaded. See T.O.1C-130A-9 for installation procedures.

NOTE: For less than full configuration of CVR see attachment 3.

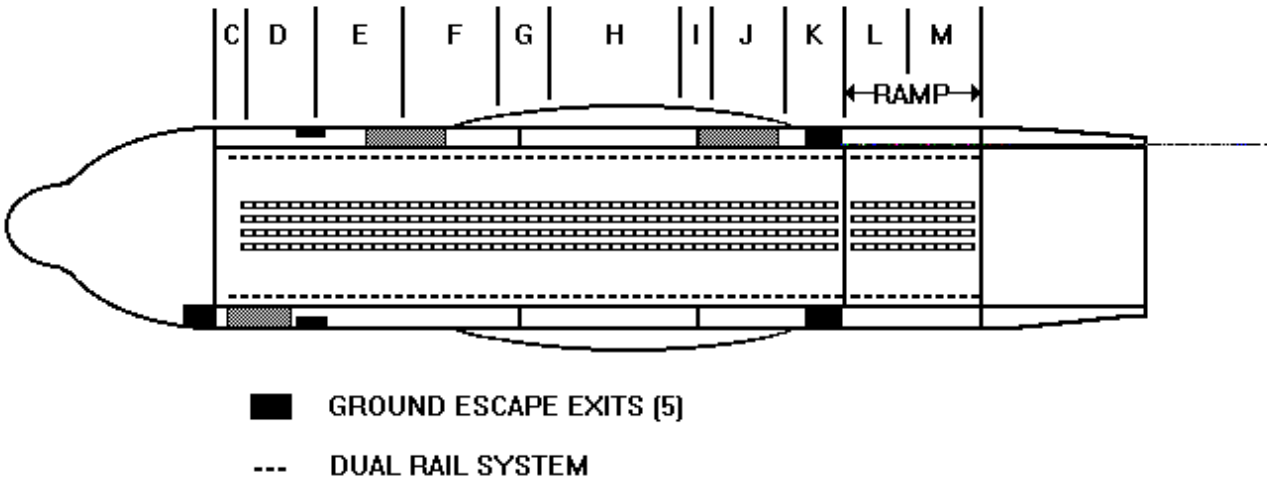
4. Position anchor cable stop at FS 749 and the other at FS 773.
5. Seating availability is dependent on number of containers loaded.

EXTRA EQUIPMENT

*Ramp Support
*CDS Buffer Stop Assembly (BSA)
*Centerline Vertical Restraint (CVR) Rail
*CDS Rigging Kit
*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.17. TAC-3 (HSLLADS/CRS Airdrop)



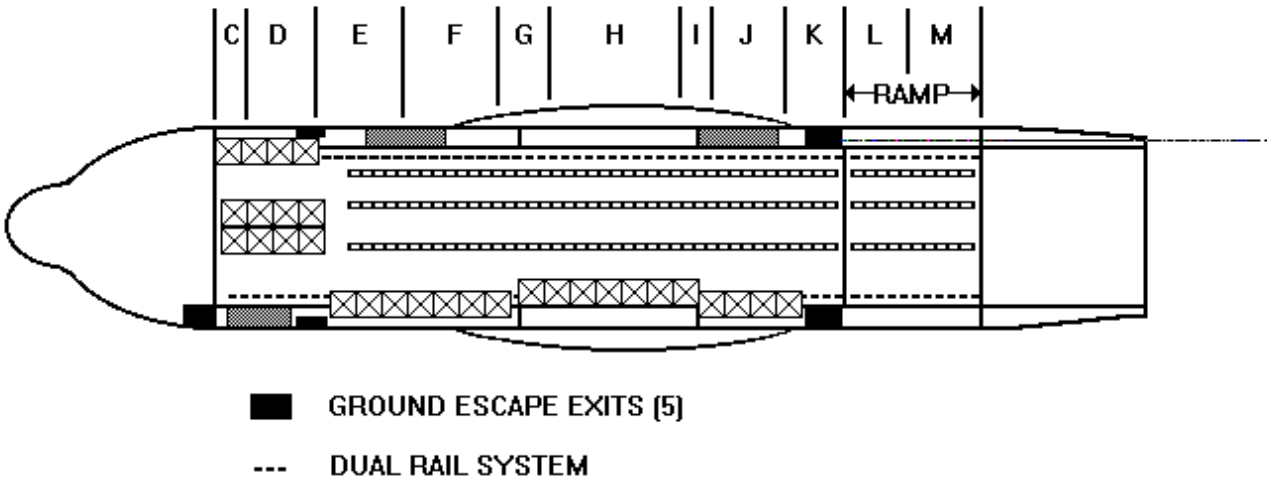
1. Roller conveyors installed.
2. Secondary release system cable and arming box installed.
3. Seating availability is dependent on number of containers loaded.
4. Position anchor cable stops IAW -9.

EXTRA EQUIPMENT

*HS/CRS Rigging Kit
*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.18. TAC-4 (Double/Double Stacked CRRC Airdrop)



1. 30 troop seats, seat belts on 20 inch centers, 28 troop seats offered.
2. Roller conveyors not used will be stowed on top of dual rail covers.

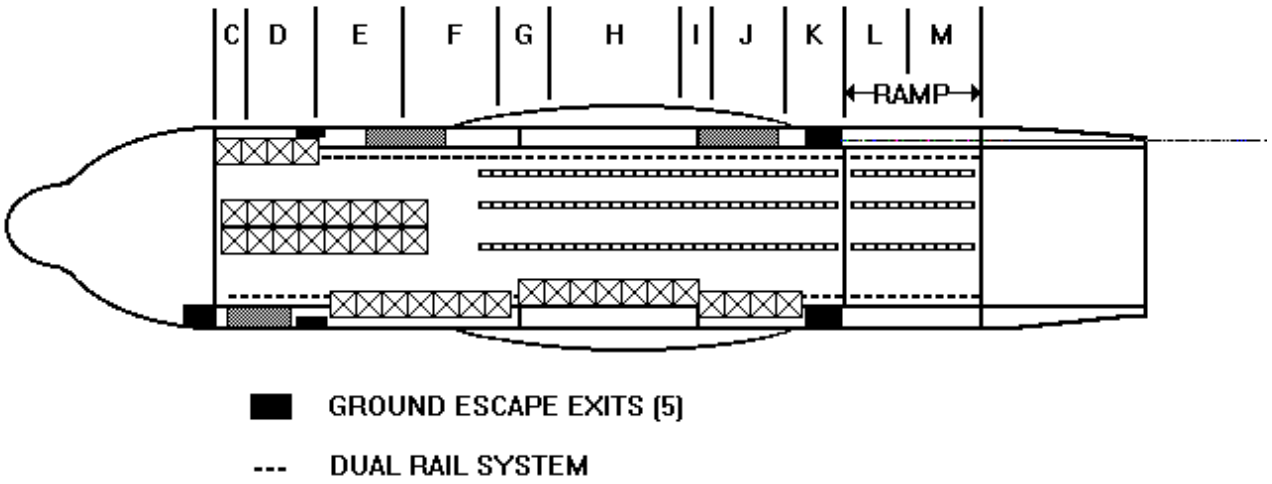
NOTE: 7 seats are lost when roller conveyor configuration is reversed.

EXTRA EQUIPMENT

*Ramp Support
*HS/CRS Rigging Kit
*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.19. TAC-5 (RAMZ/Stacked/Single CRRC Airdrop)



1. 38 troop seats, seat belts on 20 inch centers, 36 troop seats offered.
2. Roller conveyors not used will be stowed on top of dual rail covers.

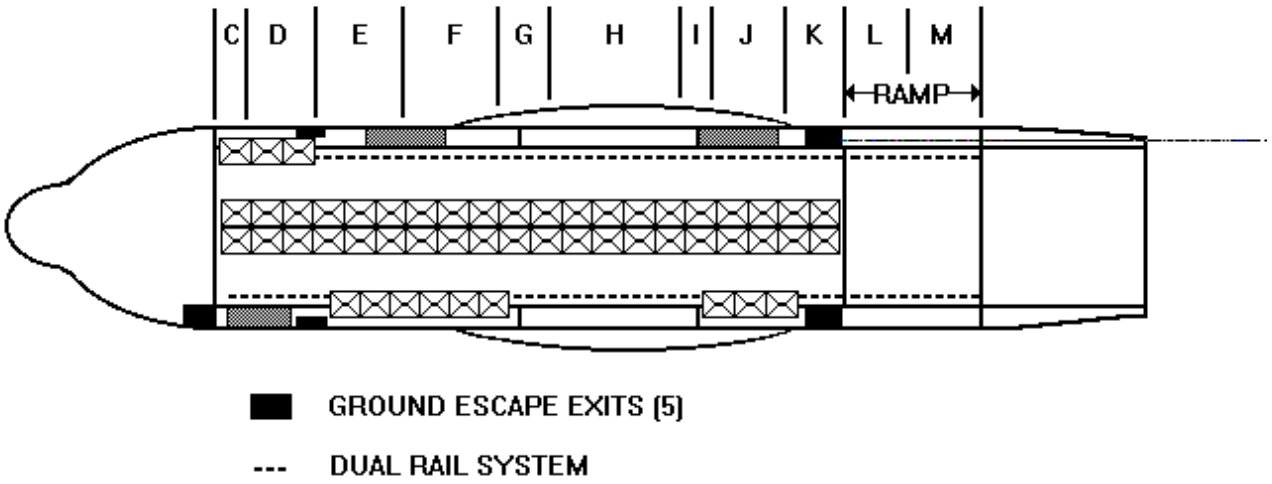
NOTE: 4 seats are lost when roller configuration is reversed.

EXTRA EQUIPMENT

*Ramp Support
*HS/CRS Rigging Kit
*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.20. TAP-1/1A (Personnel Airdrop)



1. 52 troop seats, seat belts on 24 inch centers, 50 troop seats offered. This configuration is for maximum airdrop of personnel.
2. Prior to seat installation, remove intermediate roller conveyors and secure on top of dual rail covers.

NOTE: Items 1 & 2 apply to TAP-1 only. Items 1, 2, and 3 apply to TAP-1A only.

3. Remove paratroop dual rail sections 5 & 6 and stow on ramp. Install center anchor cable supports, jump platforms, and one anchor cable on each side IAW T.O.1C-130A-9, section III.

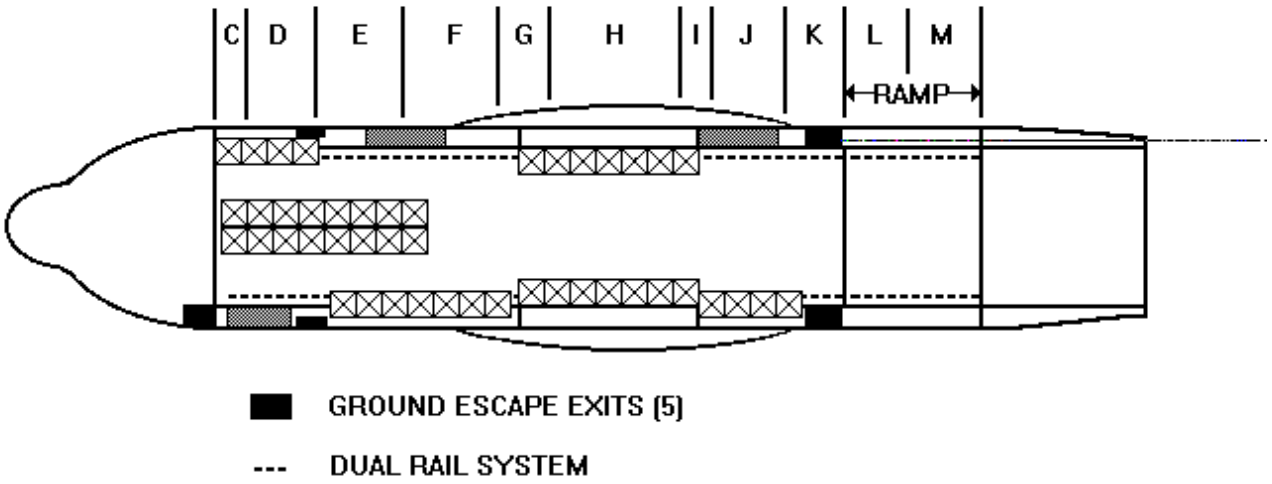
NOTE: Ensure that the aft section of the simul control rod from section 3 and the aft section of the right hand control rod from rail section 4 are removed. On the aft end of rail sections 3 & 4, swing the splice-tie outboard and secure in the forward position with one turn of 80-pound cotton webbing. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position.

EXTRA EQUIPMENT

*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.21. TAP-2/2A (Personnel Airdrop)



1. 41 troop seats, seat belts on 20 inch centers, 39 troop seats offered. This configuration is for inflight rigging of parachutes (long range missions).
2. Prior to seat installation, remove all intermediate roller conveyors and secure on top of dual rail covers.

NOTE: Items 1 & 2 apply to TAP-2 only. Items 1, 2, and 3 applies to TAP-2A only.

3. Remove paratroop dual rail sections 5 & 6 and stow on ramp. Install center anchor cable supports, jump platforms, and one anchor cable on each side IAW T.O.1C-130A-9, section III.

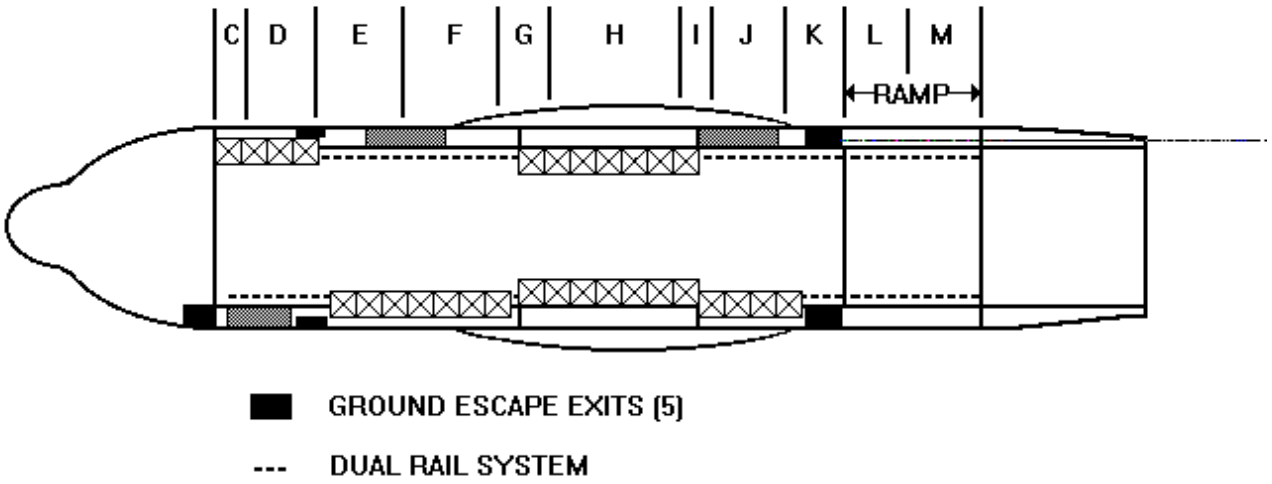
NOTE: Ensure that the aft section of the simul control rod from section 3 and the aft section of the right hand control rod from rail section 4 are removed. On the aft end of rail sections 3 & 4, swing the splice-tie outboard and secure in the forward position with one turn of 80-pound cotton webbing. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position.

EXTRA EQUIPMENT

*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.22. TAP-3/3A (Personnel Airdrop)



1. 29 troop seats, seat belts on 20 inch centers, 27 troop seats offered. This configuration is for inflight rigging of parachutes (long range missions).
2. Prior to seat installation, remove all intermediate roller conveyors and secure on top of dual rail covers.

NOTE: Items 1 & 2 apply to TAP-3 only. Items 1, 2, and 3 applies to TAP-3A only.

3. Remove paratroop dual rail sections 5 & 6 and stow on ramp. Install center anchor cable supports, jump platforms, and one anchor cable on each side IAW T.O.1C-130A-9, section III.

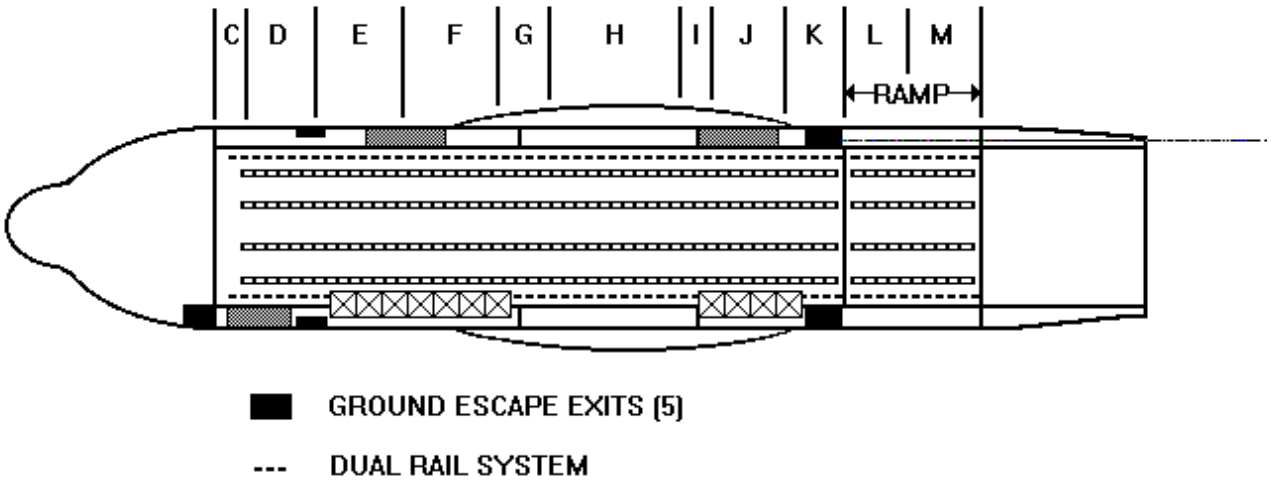
NOTE: Ensure that the aft section of the simul control rod from section 3 and the aft section of the right hand control rod from rail section 4 are removed. On the aft end of rail sections 3 & 4, swing the splice-tie outboard and secure in the forward position with one turn of 80-pound cotton webbing. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position.

EXTRA EQUIPMENT

*Blackout Kit
*Crew Bunks

*As required by mission directives.

Figure A2.23. LP-1 (PSYOPS)



1. 15 troop seats, seat belts on 20 inch centers, 13 seats offered.
2. Roller conveyors not used will be stowed on top of dual rail covers.
3. Center anchor cable supports rigged.
4. Seating availability dependent on number of boxes and number of personnel required.

NOTE: A portable oxygen console with a minimum of six regulators may be required. Each regulator will have a 24 foot oxygen hose with clip.

EXTRA EQUIPMENT

*Blackout Kit
*Crew Bunks

*As required by mission directives.

Attachment 3

STANDARD WEIGHTS

Item	Weight/lbs
Crew	200 lbs
Pax (without bags)	175 lbs
Litter (includes everything except baggage)	195 lbs
Ambulatory (without bags)	160 lbs
Pax baggage	66 lbs
Ground troop with web gear and weapon or ground troop with carry-on baggage:	
Training	210 lbs
Combat	240 lbs
Ground troop with web gear, weapon, and ruck sack or ground troop with combat equipment/tools:	
Training	250 lbs
Combat	300 lbs
Ground troop with duffel bag, web gear, weapon, and ruck sack or ground troop with duffel bag and combat equipment/tools:	
Training	350 lbs
Combat	400 lbs
Parachutist with web gear, weapon, and ruck sack:	
Training	300 lbs
Combat	350 lbs
Parachutist, Hollywood - no weapon or equipment:	220 lbs
Ruck sack weights:	
Training	40 lbs
Combat	80 lbs

NOTE: Standard weights for passengers are for loadmaster planning purposes only.

Tiedown equipment	**Weight**
Strap CGU-1/B (5000 lb)	4 lbs
Strap (10000 lb)	4 lbs
MB-1 chain/CGU-4/E	7 lbs
MB-1 devices/CGU-4/E	3.5 lbs
MB-2 chain/CGU-3/E	20 lbs
MB-2 devices/CGU-3/E	6 lbs
Pallet (HCU-6/E)	290 lbs
Pallet nets (1 set)	65 lbs

Additional equipment

A/A37A-11 Cargo Towplate System	127 lbs
Adult/child life vest	1.5 lbs
Aircraft chocks	52 lbs
Airline seat pallets (3)	1900 lbs
Anti-exposure suits	6 lbs
Aramid gloves	2 lbs
Aux ground loading ramp	80 lbs
Bins, life support	180 lbs
Blanket, large	3.5 lbs
Blanket, small	1 lbs
Boom crane assembly and turntable	69 lbs
Buffer stop assembly-w/channel-w/o channel	645/585 lbs
Canary slide ramps (set)	495 lbs
Cargo chute, G-13/G-14	38 lbs
Cargo chute, G-8	7 lbs
CDS rigging kit	60 lbs
Comfort pallet (serviced)	1200 lbs
Crew Bunk w/mattress and seat belt	64 lbs
Double Airline Seat	65 lbs
Emergency escape breathing device (EEBD)	5 lbs
Emergency radio	2 lbs
Emergency Rations (case)	37 lbs
Global sled, (A-16)	222 lbs
Gun box w/contents	80 lbs
Hot cup	3 lbs
HSLLADS kit	60 lbs
Hydraulic fluid (case)	52 lbs
Ladder, maintenance	42 lbs
Ladder, paratroop	14 lbs
LAPES modular platform(w/bumper/skids installed)	91 lbs plf
LAPES modular platform(w/o above installed)	78.5 lbs plf
Life raft (20 member)	180 lbs
Liquid container w/o contents	17 lbs

Additional equipment (continued)	**Weight**
Liquid container w/contents (2 gal)	25 lbs
Litter, wooden/canvas	14 lbs
LPU-10/P life vest	4 lbs
LPU-5/P life vest	4 lbs
LPU-6/P life vest (infant cot)	4 lbs
MA-1 Kit	232 lbs
MA-2 Kit	311 lbs
MAU 12	69 lbs
MB-1 life vest (casualty)	4 lbs
Marker Location Marine MK 25, Mod 3	3.75 lbs
Marker Location Marine MK 1, Mod 2 & 3	3.75 lbs
Marker Location Marine Dye M59	1.4 lbs
Mattress, foam w/cover	10 lbs
MD-1 life vest (childs)	3 lbs
MD-1 seat kit	35 lbs
MERS rack (2ea)	382 lbs
ML-4 seat kit	21 lbs
Modular platform, type II	37.5 lbs plf
Modular platform, type V	100 lbs plf
Nitrogen cart w/o contents	630 lbs
Nitrogen cart w/contents	1100 lbs
Oil (case)	52 lbs
Oxygen bottle, portable with harness	6 lbs
Oxygen console, HALO	100 lbs
Parachute (back)	32 lbs
Parachute (chest)	16 lbs
Parachute (chest harness)	13 lbs
Parachute Flares (LUU-2/B, LUU-4/B)	29/17 lbs
Passenger oxygen kit (15 in locker)	30 lbs
Pod (IR) QRC 84-02A	235 lbs
Pod (ECM) QRC 80-01	635 lbs
Portable lavatory assembly	400 lbs
Protective clothing kit	40 lbs
Pry bar	49 lbs
Quick don mask	2.5 lbs
Ramp air deflectors (set) MC-l30E/H	137 lbs
Ramp support (wooden)	50 lbs
Restraint harness w/safety strap	4 lbs
Sea Marker Light w/battery, Matrix Light	4/1 lbs
Seat, side facing (1 person)	3.5 lbs
Seat, side facing (2 person)	7 lbs
Seat support lower	21 lbs
Seat support upper	11 lbs
Sentry dawg	275 lbs

Additional equipment (continued)	**Weight**
Single Airline Seat	45 lbs
Smoke & Illumination Signal MK 6,	16 lbs
Smoke mask	3 lbs
Snatch block (PN 7320110-3)	8 lbs
Stanchion, seat/litter	30 lbs
Static display equipment	100 lbs
Survival Kit MB-2	45 lbs
Survival vest	9 lbs
Track installation assembly	14 lbs
Track supports	8 lbs
Transfer table	26 lbs
Triple Airline Seat	95 lbs
VIP seat pallet	400 lbs
Water, container (small Igloo w/contents)	25 lbs
Water, container (large Igloo w/contents)	50 lbs
Winch, cargo, HCU-9A	290 lbs
Winch, cargo, Hoover	249 lbs
Winch, cargo, Bulldog 41B	196 lbs
Winch, cargo, Bulldog 4lBG	157 lbs
Winch, power cable	48 lbs
Windbreaker, Ramp	22 lbs

Forward Area Refueling Point (FARP) Equipment (Positioned on ramp for use)

Item	**Weight**
Hose, 100 ft	70 lbs
Hose, 10 ft	20 lbs
X or T fitting	5 lbs
All nozzles	5 lbs
Halon fire extinguisher	37 lbs
50 GPM Pump	40 lbs
*Fam Cart	2350 lbs
Squeegee	5 lbs
5 gallon water can (full)	40 lbs
220 ft interphone cord	16 lbs
3 point system total	1100 lbs
2 point system total	800 lbs
1 point system total	450 lbs

* Fam Cart weight includes: hoses, fittings, nozzles, extinguishers,squeegees, 5 gallon water cans, and 220 ft interphone cord.

Intermediate Roller Conveyor Sections:

Section	Number	Weight	Total
9 & 10	2ea	35 lbs (ea)	140 lbs
11 & 12	1ea	34 lbs (ea)	68 lbs
13	4	28 lbs (ea)	112 lbs
14	6	23.5 lbs (ea)	141 lbs
15 & 16	2ea	40 lbs (ea)	160 lbs
		Grand total	**621 lbs**

Centerline Vertical Restraint Rail System

CVR section	Conf#	Weight	Length
Aft Ramp #1	1	37 lbs	60
Fwd Ramp #2	2	36 lbs	60
Aft Floor #3	3	43 lbs	54
Main Floor #4	4	56 lbs	80
Main Floor #4	5	56 lbs	80
Main Floor #4	6	56 lbs	80
Main Floor #4	7	56 lbs	80
Fwd Floor #5	8	28.5 lbs	40
Fwd Floor #5	9	28.5 lbs	40
	Total	397.0 lbs	574 inches

NOTE: CVR is installed from aft to fwd. Minimum configuration is section 3. Other sections are installed as required by mission/number of bundles. CVR sections #4 are interchangeable. CVR sections #5 are interchangeable.

Attachment 4

LIMITING WING FUEL TABLE

A1. This table may be used to determine maximum limiting wing fuel ACL for a given fuel load when in primary/secondary fuel management. Fuel weights are expressed in thousands. For fuel weights between chart weights, go to nearest fuel weight to determine base weight.

NOTE: This chart may be used under normal operations. If for any reason the aircraft is restricted, the appropriate charts in T.O.1C-130(M)H-1, section V, must be used to determine ACL.

A2. Both takeoff and landing conditions must be calculated. The most restrictive will be placed on the Form F.

PRIMARY FUEL:

TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT
8	125	30	125	52	103
9	125.5	31	124	53	102
10	126	32	123	54	101
11	126.5	33	122	55	100
12	127	34	121	56	99
13	127.5	35	120	57	98
14	128	36	119	58	97
15	128	37	118	59	96
16	128.5	38	117	60	95
17	129	39	116	61	94
18	129	40	115	62	93
19	129.5	41	114	63	92
20	130	42	113	64	91
21	130	43	112	65	90
22	130	44	111	66	89
23	130	45	110	67	88
24	130	46	109	68	87
25	130	47	108	69	86
26	129	48	107	70	85
27	128	49	106	71	84
28	127	50	105	72	83
29	126	51	104	73	82

Instructions for Primary fuel:

Determine total takeoff/landing fuel and find base weight.
Find base weight in table.
Enter base weight on DD Form 365-4 limitations column under fuel.
Subtract operating weight to find ACL.

SECONDARY FUEL:

MAIN TANK FUEL (OB + IB)	BASE WEIGHT	MAIN TANK FUEL (OB + IB)	BASE WEIGHT
8	133	21	151
9	134.5	22	152
10	136	23	153
11	137.5	24	154
12	139	25	155
13	140.5	26	155
14	142	27	155
15	143	28	155
16	144.5	29	155
17	146	30	155
18	147.5	31	155
19	149	32	155
20	150	33	155

1. Instructions for Secondary fuel:
2. Determine main tank (OB + IB) takeoff/landing fuel and find base weight.
3. Subtract total wing fuel from base weight to find adjusted base weight.
4. Enter adjusted base weight on DD Form 365-4 limitations column under fuel.
5. Subtract operating weight to determine ACL.